India, I do not think I need detain you long in my reply. The only justification for exempting such agricultural income from income-tax is the fact that the same product has to pay land tax and income-tax, that is, a double collection in respect of the same property. That is not the case with what you instance. The Madras Government get land tax and the Travancore Government get income tax. As the money comes into the State, it is only fair that the Travancore Government should realise income-tax on it.

The third point of your representation is that *pokkuvaravu* should be carried out by Sub-Registrars, by the Registration Department instead of by the Revenue Department. I do not think such a drastic change is called for at the present moment. The present system of *pokkuvaravu* transfer is being carried out by the Revenue officers, and is entirely satisfactory.

179. Urgent necessity of constituting Village Panchayats under Regulation, VII of 1100, in the coast villages.

MR. M. P. MUTHIA PILLAI (*Member, Nominated*) said that as early as thirty years ago, the Government of Travancore had established self-governing institutions in urban areas by the formation of Town Improvement Committees. For the rural areas they had passed a regulation called the Village Panchayat Regulation, which was not, however, brought into effect yet. This Regulation should be given effect to at once and to begin with in the coastal villages.

These villages had, in the first place, from very olden days an institution akin in kind to the Village Panchayats contemplated under the Regulation. They had their own panchayats consisting of elders of villages under the leadership of parish priests, who settled the disputes between the villagers and attended to many other functions. There was a common village fund to which the villagers contributed. But these panchayats were not able to attend to all the needs of the villagers.

The villages were still wanting in good means of communication, in a good supply of drinking water, in the provision of schools and dispensaries etc. These could be effectively attended to only by means of panchayats formed under statute. Fish curing itself which, as already stated by the member in his former representation, was being very much hampered for want of proper facilities would thrive well if it was entrusted to Village Panchayats. The Village Panchayat Regulation should therefore be brought into operation in the coastal villages at once.

DEWAN'S REPLY: Mr. Muthia Pillai, on the question of bringing into operation rules under the Village Panchayat Regulation, those rules have been published in July last year for public criticism. They are now under the consideration of Government. And in connection with the final issue of rules, I will study the effect they have upon your existing village bodies of self-help under your existing system. I quite agree with you that a great deal can be done, and should be

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done, for improving the sanitation and housing conditions of the people of fishing villages. I am trying to evolve some means by which your existing difficulties may be removed so that you may find better houses, better drinking water and better sanitary arrangements.

Your earlier representation was about the question of reducing the price of salt for fish-curing. It is engaging the attention of Government. Everything is being done in the way of dispensaries, medical aid and also schools for the fisher communities of Travancore.

180. Control of motor traffic in Travancore.

MR. K. PARAMESWARA PANIKKAR (*Member, Shertallai taluk, Group I*) said that with a view to the proper conduct of motor traffic, a school should be opened at Trivandrum where drivers should be trained. All those who were already drivers should be required to undergo training in this school before their licences were renewed unless they had had experience in driving for not less than five years. For new candidates, a general educational qualification, say of the School Final standard, should be fixed, for the purpose of admission into the school.

Drivers and conductors should be required to take out monthly certificates of good conduct from taluk boards appointed for that purpose in each taluk through which buses had to ply. The boards should have in their composition two or three respectable citizens of the place, the local Magistrate, Inspector of Police and Sub-Division Officer.

Securities for good conduct should be required to be deposited by drivers and conductors or on their behalf by the owners of buses.

Breaches of the motor vehicles rules should be visited with condign punishment, such as heavy fines. Repetition of the same offence should be punished with cancellation of the driving license.

Fares for motor vehicles should be standardised. The rate might be fixed at one chackram per mile for distances not exceeding 5 miles, 12 cash per mile for distances above 5 miles and not exceeding 25 miles, and 8 cash per mile for distances above 25 miles.

Over-loading should be strictly prohibited. The accommodation fixed for each bench in a bus should be notified in the vernacular at a prominent place in the bus.

Drivers and conductors should be strictly enjoined not to refuse admission to any passenger when accommodation was available and not to ask a passenger to clear out or vacate his seat in favour of another.

Rules regarding the speed-limit, and the hours of leaving and the hours of arriving at each station should be strictly enforced. Each driver should keep a diary furnishing these details which should be examined by the Traffic Inspectors.

Each bus should be required to adhere carefully to the timings prescribed for it. In the case of a big company for instance, if they had several buses appointed to start at different hours, a bus should

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